

## Ford

THE UNIVERSAL CAR

### ANNOUNCEMENT

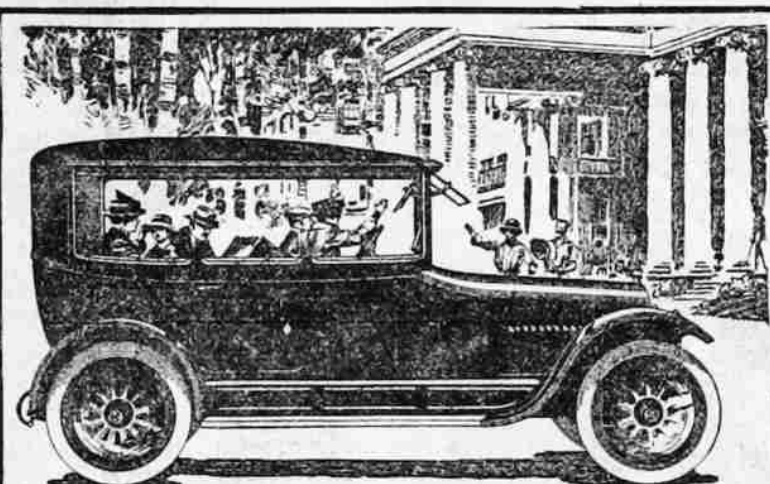
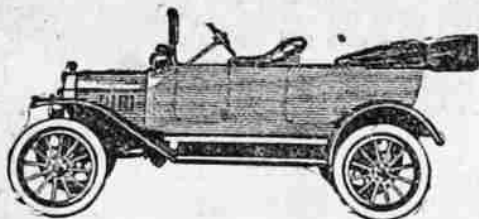
One million of satisfied Ford owners testify to the merits of the Universal Car.

We have a new shipment of Fords at the Binford Motor Co., successors to the James Auto Co. Touring Cars and Runabouts.

Also we received today a full line of Ford parts and will be able to furnish Ford owners with same at any time of day or night, for we are never closed.

### BINFORD MOTOR CO.

Service Station, Garage and Storage  
2612 Washington Ave.



## For December And for June

The Hudson Touring Sedan as shown above is an open-view Touring Car. As shown below it's a closed Sedan, luxurious and dainty. The change is made in a few minutes. This type of car is never laid up. It combines a summer and winter car. It is the finest car built for a lady to drive, yet a perfect touring car.

The Hudson has become the most popular quality car in the world. This is the latest type of body and one of the most desired. We have one on show today.



**HUDSON**  
Touring  
Sedan  
\$1875 f.o.b. Detroit

OGDEN MOTOR CAR  
2331-33 HUDSON AVE. PHONE 460

## GERMANS USE PRECAUTIONS TO PREVENT SPREAD OF DISEASE

Berlin Correspondent of Medical News Sends Interesting Letter Showing Great Efforts Made by Germans to Prevent Spread of Epidemics and Flies and Other Insects.

The Berlin correspondent of the Medical News sends an interesting letter showing the extraordinary efforts made by the German civil and military authorities to prevent the spread of epidemics among the soldiers by flies and other insects. Disinfection stations are built everywhere along the eastern front, usually in the immediate vicinity of railroad depots.

Eight such institutions have been constructed in various cities and villages of East Prussia and Poland, and two are now being built in Bavaria near the southern border. Each institution consists of eight individual buildings in which 500 men can be taken care of at one time. After a delay of eight hours these troops are transported further. Each institute can take care of 12,000 men in each twenty-four-hour period. Each of the eight individual buildings comprising such institutions is divided into a clean and an unclean part so that mingling of people is impossible. A chief surgeon is in charge, with two assistant surgeons and three inspectors on his staff. A central powerhouse provides the steam necessary for disinfection and light, power and everything else needed in the institution. Two hundred tons of coal are burned daily in each powerhouse. Laundries, kitchens and administrative quarters are provided. The officers are housed in a building containing bathtubs.

The plan of procedure in each institution is as follows: At the entrance, on the unclean side, every man receives a white net, in which he can place his clothing, and a brown net in which are to be placed other than cloth wearing apparel, such as his helmet, his shoes, leggings, knapsack—anything to be sterilized by dry heat. A smaller net is given out in which are placed articles of value such as not books, tobacco, portfolios, etc., and finally a distinguishing mark is placed around the neck of the soldier containing a number which corresponds to that found on each net. Each man does his own packing. The nets containing valuables are gathered together in larger nets. The soldier then enters the institution, having first been given a pair of slippers, deposits the nets containing the leather goods and valuable at one window. At another window he deposits his watch, tobacco, articles of food and anything which does not need to be disinfected. One hundred and twenty-five disrobe and each places his clothing in the white net which is to be taken to the disinfecting apparatus. Provision is also made for hair cutting so that soldiers who are in need of tonsorial services may receive them.

Each man then takes a shower-bath for fifteen minutes, after which he is given a towel. In ninety minutes the 125 men are cleansed thoroughly, are given new slippers and underwear and pass on to the clean side where they receive their disinfected clothing. In six hours 500 men have passed from the unclean to the clean side, and the disinfection of their leather goods and valuables having been completed, these articles are returned to them. After eight hours these 500 men have left the institution.

During their stay on the clean side the soldiers are also given meals, officers receiving the same food as privates. Each disinfecting station is provided with clean clothing for 100,000 men. All worn clothing is replaced. Any article which may be the carrier of vermin or which has been badly worn by usage, and therefore is not worthwhile disinfecting, is replaced. The soldiers then march into disinfected railway coaches. The employees at each disinfecting institution number 380. Special provision is made for the transportation of horses and trains. The detail in charge consists of one staff officer, six commissioned officers, forty-two noncommissioned officers and 310 men.

Ample provision has been made for water at each place. In Alexandrow two wells, each thirty-eight meters in depth, were constructed and these furnish sufficient water. At other places river water had to be used, the water having been previously sterilized.

The outflow from the institution is also disinfected and conveyed into some running stream. To secure efficient service, good system is absolutely necessary. Everything is provided for and everything is done at a certain time and in a certain way. Bell signals are used to give notice of everything that needs to be done. Everything that is not to be used again is destroyed by fire in a specially provided incinerating oven.

The Russian prisoners are very hard to handle in this regard as they do not co-operate with the German authorities in carrying out these disinfection methods. They bury their vermin infested clothing, or, if possible, sell it to their countrymen in other companies. The reason for such action is not very apparent, although superstition may be at the bottom of it. Therefore, it is unfortunately not possible to carry out these plans for disinfection as effectively among the many thousands of prisoners as one would desire.

It has been determined that the Russians display a much greater resistance to typhus than the Germans. Whereas the mortality among the Russians is only 2 per cent, the mortality among the German doctors and nurses is about — per cent. (This percentage is deleted from the original letter by the censor.) However, strenuous efforts are now being made to rid the Russian prison camps of vermin. Each person is disinfected once a week and it is expected that before long the authorities will have full control of the situation.

It is apparent from what has been said that the entire eastern front has been converted into a huge fly trap to guard against the spread of epidemics and the carrying of disease. Each man in the army, from the general down to the private, prisoners as well as our own troops, must conform to the regulations made by the military and sanitary authorities before he can enter the German empire.

Read the Classified Ads.  
Read the Classified Ads.

## SEED PEA INDUSTRY IN SOUTHERN IDAHO

Manager H. G. Adams of the Coulter-Adams Seed company of Ogden has returned home from Idaho, where he superintended growing operations during the past season. Speaking of the seed pea industry in southwestern Idaho, last night, he said:

"The Idaho crop of seed peas has been only a moderate one, having been reduced by unseasonable temperatures, drouth and high wind storms. Many varieties are exceedingly short, and some companies have been unable to fill orders in full.

"The acreage in 1915 in Southeastern Idaho, which comprises Fremont, Madison, Jefferson, Bingham and Donnellville counties, was a trifle over 24,000 acres, and the crop approximately 500,000 bushels, valued at nearly \$1,000,000. This acreage was planted by twelve different companies, most of them being eastern seed houses who maintain branches in Idaho.

"The area planted to seed peas is being gradually extended until there may be found from Marysville on the north to Blackfoot on the south. This district still holds the palm against any other growing district in the west both as regards magnitude, and quality and quantity of the yields. The Twin Falls district has increased considerably the past two years, and they have obtained some phenomenal yields there, but their product has not the uniformity, germinating power or freedom from insect pests which characterizes that of the St. Anthony district. Neither Montana nor the Pacific coast states have any territory which compares in size to this, devoted to growing seed peas.

"The product of the western growers commands a place in the markets of the world, and a large share of the demand is supplied regularly and continuously from Southeastern Idaho. Shipments have been made the past season of several carloads to England and Australia."

### DIES AT AGE OF 107.

Joliet, Ill., Dec. 10.—James Murphy, 107 years old, believed to be the oldest man in Illinois, died today. He was born in County, Mayo, Ireland, and came to the United States when 16 years old.

A legislative committee has reported favorably a bill providing for the abolition of the Alabama convict lease system, to take effect January 1, 1917.

## THEY HAVE THE HUDSON HABIT

Five Bridge Brothers  
Own Seven Hudsons.

"When one particular make of automobile is used by every member of a large family, it may be regarded as an indication that those cars are most satisfactory," says Mr. Hains of the Ogden Motor Car Co., Hudson dealers here, and as proof of his statement he cites the five Bridge brothers of Hazardville, Conn., who use Hudson cars exclusively. "Three of them own one Hudson each and the other two own two each, which are in service three hundred and sixty-five days in the year from 6:30 in the morning until late at night.

"The brothers are members of the firm of Amos D. Bridge & Sons, an old concern, doing a large contracting business. They also generally monopolize business in their section and it is known throughout their part of the state that their word is as good as their bond.

"Among other things, they are celebrated as road builders. This in itself is an indication that they are familiar with roads and the vehicles that should be used upon them.

"Seven Hudson cars are owned by the five Bridge brothers. William A. Bridge made the first Hudson purchase. He selected a 1911 model '33' from Hudson distributor, George D. Knox of Hartford, Conn., in July, 1911. Homer E. Bridge was the next member of the family to get a Hudson, choosing a 1912 '33' in November, 1911. He was followed by H. Stephen Bridge, who secured his 1912 '33' in April, 1912. After this the Hudson became a regular family habit for Allen G. and Charles A. Bridge.

## NEW YORK METROPOLITAN COMPANY WILL SING HERE ON DEC. 17



FLORENCE HAWKINS  
Soprano



SKOVGAARD  
The Danish Violinist



CLARA FREULER  
Mezzo Soprano



FRANCIS W. COWLES  
Baritone



ALICE MCCLUNG  
Pianist



MOLLY BYERLY WILSON  
Contralto

The New York Metropolitan Company, consisting of six artists, are touring the country on their way home from the Panama-Pacific exposition.

Francis W. Cowles, the baritone of the company, has created roles in many operas and has won distinction in Europe as well as in America. Mr. Cowles is well known to opera goers throughout the states. Mr. Cowles will sing arias in costume from many of the beautiful operas.

Molly Byerly Wilson came direct from the Royal opera in Vienna to fill the engagements of this tour. It is said that Miss Wilson possesses one of the most remarkable contralto voices. Critics consider that her Brunnhilde is one of her greatest roles, though she is also well known as a Lied singer, where she is in a class with Schumann-Heink. Florence Hawkins, soprano, has a

beautiful ringing voice and great dramatic power. She has scored a triumph in "Hansel and Gretel," and starred last season in "Madam Butterfly."

The success attained by Clara Freuler, mezzo soprano, by her interpretation of the Swiss folk songs can be claimed by but very few artists. Miss Freuler never fails to win the hearts of her audience by her wonderful interpretation of the folk songs of her native country and this combined with her marvelous mezzo voice creates a sensation wherever she is heard.

Skovgaard, the Danish violinist, traveling with this company, is one of the world's famous virtuosos and is considered the star attraction of the company. On his wonderful thirteen-thousand dollar Stradivarius violin, and which violin he will use for this engagement, he has played for most of the crowned heads of Europe. He

will, in addition to other musical numbers, present to the American audiences a number of Scandinavian compositions.

The orchestral effects are produced for this company by Alice McClung, the famous concert pianist. Miss McClung has been in the habit of doing the first operatic rehearsals for many years, substituting the entire orchestra, though she is perhaps better known for her accomplished interpretations of the wonderful Liszt compositions. She is considered to be the woman pianist with the biggest known power.

The music lovers of this country should avail themselves of the opportunity of hearing this aggregation of artists, consisting of some of the best talents of the operatic stage today.

Admission, 50c, 75c, \$1. Tickets on sale at Culleys.—Advertisement.

acquired cars of this make in September, 1913, and February, 1914, respectively. William A. and H. Stephen Bridge purchased their second Hudsons in February and July, 1914. Allen G. Bridge drives a 1914 Six-54. Charles A. Bridge uses a 1914 Six-40. William A. Bridge now uses a 1914 Six-40 in addition to his 1911 "33." H. Stephen now drives both a 1915 Six-40 and his old 1912 "33." Homer E. Bridge is still using his 1912 "33."

"Another interesting fact is, that some time ago when asked as to mileage secured on the tires on their cars

the report was as follows: Allen G. Bridge with a 1914 Six-54 reported 4,200 miles without a puncture on the first set of tires and over 8,000 miles of use on four tires. William A. Bridge reported four tires having served him on his 1914 Six-40 over 9,100 miles, three tires going over 10,000 miles and one tire going 11,200 miles.

"Homer E. Bridge testifies to his satisfaction with his Hudson as follows: 'I am glad to state that I am still running the 1912 model 33 touring car which I purchased of you in November, 1911, and that I have had perfect satisfaction. I have run this car approximately 20,000 miles without any serious trouble or repairs.' Charles A. Bridge gave the dealer who made the sale the following testimony:

"I am very much pleased with the Hudson car. It has plenty of speed and is, I think, remarkably good at hill climbing. I have run my 1914 Model Six-40 about 7,000 miles the first year with very little trouble."

According to Mr. Hains this happy habit of several members of one family for one business firm buying a number of Hudson cars is quite common, several other Hudson dealers having reported similar instances.

Bring the children Sunday to see "The Prince and the Pauper," Mark Twain's story, at the Alhambra. Marguerite Clarke is the star.

## ORANGES

We have fresh naval oranges, just received from the Peery Estate in California. They are the finest in the market. Per dozen, 30c to 60c.

### Your Xmas Tree

Should be selected now, while the assortment is the best of the season. Low prices range from 50c up.

## T. B. EVANS & COMPANY

Phones 2277 and 2288.  
2364 Washington Ave.

## OGDEN SAVINGS BANK

Hitch Your Money to

## Our Christmas Savings Club

Enrollment Books Open Monday, Dec. 20th

The first payment makes you a member. There are no other expenses. You make your payments weekly. Anybody may become a member. Everybody welcome. Let every one in the family join. You get every cent back that you pay in. Our plan is the simplest and most satisfactory method of saving money. The payments are so small and so evenly distributed you can keep them up without inconvenience. You will get your "CHRISTMAS" Check about two weeks before the Holidays. It will be like finding so much money.

## Ogden Savings Bank

2384 Wash. Ave., First Nat'l Bank Bldg.

## PAIGE

The Standard of Value and Quality

### What Your Dollar Will Buy

WHEN you buy a Paige seven-passenger "Six-46" every one of your \$1295 dollars is doing its utmost for you. Here is where you get real efficiency out of your dollar.

Paige values—evidenced in Paige Power, Paige Ease of Riding and Paige Durability—explain Paige Popularity.

These values mean real service for every penny of every dollar a Paige costs.

The Winter Top made especially for the Paige "Six-46" transforms it into a luxurious limousine. It costs \$250.

Paige-Detroit Motor Car Co., Detroit, Mich.

Fairfield "Six-46"  
Seven-passenger  
\$1295  
f.o.b. Detroit

READ MOTOR CAR CO.  
2367 Hudson Ave.  
Ogden, Utah.



The Fairfield  
"Six-46"

**Overland**

Browning Automobile &  
Supply Co.

2450 Grant Ave.

**Willis**  
KNIGHT  
Sleeve-Valve Motor